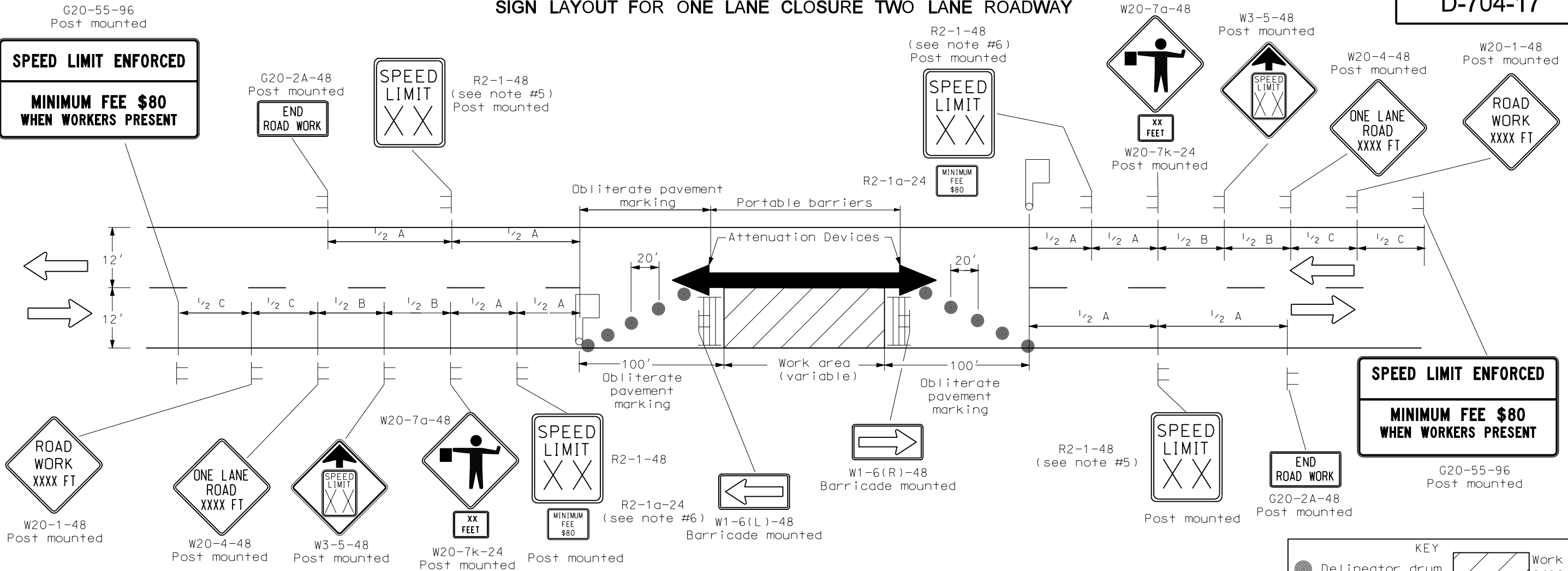


SIGN LAYOUT FOR ONE LANE CLOSURE TWO LANE ROADWAY

D-704-17



Notes

1. Floodlights shall be provided to mark flagger stations at night. The lighting shall not create a disabling glare for drivers. Placement and elimination of potential glare can best be determined by driving through and observing the floodlighted area from each direction on the main roadway after lighting is set up.
2. Barricade shown to be placed on roadway shall be on a movable assembly. Sign to be mounted on barricades shall be mounted with the sign bottom on the top of the top barricade bar. Sign shown to be placed on the roadway shall be placed on skid mounted assembly.
3. Delineator drums used for tapering traffic shall be spaced at 20 ft. center to center.
4. Existing striping shall be removed as required. Delineators will only be used when inslope is 4:1 or better and roadway alignment is visible to approaching vehicles. Vertical panels shall be used where roadways have steep slopes and alignment is not visible to approaching vehicles. Delineators and vertical panels shall be installed back to back.
5. The speed limit shall be re-established. The exact speed limit shall be determined in the field, dependent on location and conditions.
6. The reduced speed limit shall be determined dependent on the in place speed limit before construction. The speed limit reduction should not exceed 10 mph below the existing speed limit, unless the design speed of the work zone feature has been reduced below the 10 mph. In this case, the speed limit reduction shall not exceed 30 MPH. Where speed limits are to be reduced more than 30 MPH, a second speed limit sign shall be installed with the desired speed reduction but shall not exceed 30 MPH. The second speed limit sign shall be placed at 1/2 B.
7. When warning signs are used in urban areas and the signs are not portable, flags shall be installed. The flags shall be 24 inches square, mounted perpendicular to the edges of the diamond sign, and at such a distance above the edge so that when the flag is limp it will not touch the sign. Rural areas will not require flags.
8. Obliterated or covered pavement marking shall be paid for as Obliteration of Pavement Marking. The covering shall be approved by the engineer.

9. Where necessary, safe speed to be determined by the Engineer.
10. The contractor has the option of using portable sign supports in lieu of post mounted sign as shown on the standard drawings as specified in section 704.03 C.
11. Existing speed limit signs within a reduced speed zone shall be covered.
12. G20-55-96 sign is not required if this standard is part of other traffic control layouts, or the work is less than 15 days.

ADVANCE WARNING SIGN SPACING			
Road Type	Distance Between Signs Min. (ft)		
	A	B	C
Urban - Low Speed (30 mph or less)	150	150	150
Urban - Low Speed (over 30 to 40 mph)	280	280	280
Urban - High Speed (over 40 mph to 50 mph)	360	360	360
Rural - High Speed (over 50 mph to 65 mph)	720	720	720
Urban Expressway and Freeway (55 mph to 60 mph)	850	1350	2200
Rural Expressway and Freeway (70 mph to 75 mph)	1000	1500	2640
Interstate/4-Lane Divided (Maintenance and Surveying)	750	1000	1500

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION	
10-1-86	
REVISIONS	
DATE	CHANGE
01-31-97	Sign spacing
10-01-99	General revisions
03-29-00	Minor revisions
01-05-01	Revised note 3
07-19-02	Reversed End Road Work & speed limit signs
07-25-03	Revised R2-1a and W20-1
04-01-04	Rev. fee sign & Warning Sign Spacing, rev note 6, add note 12
12-01-04	PE Stamp added
06-29-05	Replaced R2-5a with W3-5, Rev. Adv. Warning Table, Rev. Note 6

This document was originally issued and sealed by
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Registration Number
PE- 4518 ,
on **06/29/05** and the original document is stored at the
North Dakota Department of Transportation